





To-day's  
Advertisements.

## THEATRE ROYAL

## CITY HALL

Under the direction of Mr. ROBERT BROUGH.  
Representative—Mr. HAMILTON.

TO-NIGHT  
(THURSDAY), the 31st March, 1898,  
Commencing at 9 P.M.

LAST NIGHT OF THE SEASON!

POSITIVELY LAST NIGHT  
OF THE  
BROUGH COMEDY COMPANY.

THIS EVENING at 9 o'clock

"DANDY DICK"

"DANDY DICK"

By A. W. PINIRO

PRICES OF ADMISSION.  
DRESS CIRCLE AND ORCHESTRA STALLS \$3  
STALLS \$2  
F.T. \$1

Soldiers and Sailors in Uniform Half Price  
to the Pit only.

Doors open 8.15 P.M. Curtain 9 P.M.  
Box Plan now open at the ROBINSON PLANO  
Co's Warehouse.

A Late Train for the Peak will leave fifteen  
minutes after the termination of the perform-  
ance.  
Hongkong, 31st March, 1898. [320]

## SCIENTIFIC PALMISTRY.

## LEAVING TO-MORROW.

MRS. JOSEPH NORTH, PHRENOLOGIST.  
DISCERNER OF CHARACTER, PAST,  
PRESENT & FUTURE events, ADVICE IN  
BUSINESS, HEALTH & MARRIAGE.  
Evening parties and at Homes, attended.  
CONSULTING HOURS, 10 A.M. to 5 P.M.  
or by appointment.  
W. S. GIVEN,  
Manager.

HONGKONG HOTEL,  
Room No. 134.  
Hongkong, 30th March, 1898. [410]

## FOUND.

A SPANIEL DOG, marked brown and  
white. Owner can have same on paying  
expenses.  
Apply to Cape Collinson Lighthouse or to  
Shau-Kit-wan Police Station.  
Hongkong, 31st March, 1898. [454]

## THEATRE ROYAL

## CITY HALL

(Under the Management of DWIN GRACH).

THE COMING SENSATION  
THE COMING SENSATION  
STARTING  
SATURDAY EVENING NEXT.

In the First Appearance in Hongkong of an  
ESTABLISHED LONDON FAVOURITE.

CARL HERTZ  
CARL HERTZ

ABSOLUTELY  
THE GREATEST LIVING CONJURER

Admitted by the Chamber of Commerce and  
MDLE DALTON.

From the Crystal Palace and Alhambra Theatres,  
London, Eden Theatre, Paris, and  
The World's Principal Theatres.

MAKE NO MISTAKE All  
MAKE NO MISTAKE Hongkong  
MAKE NO MISTAKE Will  
MAKE NO MISTAKE Flock to see

CARL HERTZ.

In his great  
Laughter-Provoking Entertainment  
An Illusion  
That sets the  
Thunders on Fire

You are not to Up-to-Date if you fail to see  
the Original and Marvellous

CINEMATOGAPHE.

RECEIVES THREE CALLS NIGHTLY.  
RECEIVES THREE CALLS NIGHTLY.  
EVERYWHERE.

PRICES.—Dress Circle \$3, Stalls \$2. (may  
be reserved), Pit \$1.

Box Plan now open at the ROBINSON PLANO  
Co's Warehouse, where seats can be booked  
(and the Tickets obtained) six nights in  
advance.

A Late Train for the Peak will leave each  
evening fifteen minutes after the termination of  
the performance.  
Hongkong, 31st March, 1898. [439]

BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1897,  
the Undersigned BANKS will be  
CLOSED for the Transaction of Public Busi-  
ness on FRIDAY, the 31st April (GOOD  
FRIDAY) and on MONDAY the 1st May (Easter  
Monday).

For the CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING  
CORPORATION,  
T. JACKSON,  
Chief Manager, Hongkong.

For the NATIONAL BANK OF CHINA,  
LIMITED,  
G. W. F. PLAYFAIR,  
Chief Manager, Hongkong.

For the MERCHANTS BANK OF INDIA,  
LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency,  
F. AUGUSTIN,  
Manager.

For the BANK OF CHINA & JAPAN, LIMITED,  
HONGKONG,  
E. L. HUNTER,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,  
S. CHOH,  
Agent.

Hongkong, 31st March, 1898. [455]

To-day's  
Advertisements.

## HONGKONG CLUB.

## NOTICE.

APPLICATIONS for the post of  
STEWARDS in the above CLUB will be  
received by the Undersigned.

C. H. GRACE,  
Secretary.  
Hongkong, 31st March, 1898. [450]

## HONGKONG CLUB.

## NOTICE.

AN EXTRAORDINARY GENERAL  
MEETING of the MEMBERS of the CLUB  
will be held in the CLUB HOUSE on THURSDAY,  
the 14th APRIL, 1898, at 6 P.M., for the  
purpose set forth in the notice posted in the  
Hall of the Club.

By Order,  
C. H. GRACE,  
Secretary.  
Hongkong, 31st March, 1898. [451]

GREAT EASTERN AND CALEDONIAN  
GOLD MINING CO., LIMITED.

NOTICE is hereby given that a CALL of \$1  
per Share has been made in respect of  
the Shares in the above-named Company not  
fully paid up and that such call is PAYABLE  
on the 2nd May next, to the Company's Bank-  
ers, THE HONGKONG AND SHANGHAI BANK-  
ING CORPORATION, Hongkong.

LUTGENS, EINSTAMANN & CO.,  
General Agents.  
Hongkong, 31st March, 1898. [452]

VICTORIA RECREATION CLUB.  
ATHLETIC SPORTS.

By Kind Permission of the JOCKEY CLUB the  
above SPORTS will be held on the  
RACE COURSE, on SATURDAY, 1st April.  
First Race at 1 P.M. Sharp.

THE COMMITTEE of the VICTORIA RECREA-  
TION CLUB cordially invite the LADIES  
of Hongkong to attend.

W. MACHELL,  
Acting Hon. Secretary.  
Hongkong, 31st March, 1898. [453]

OCEAN STEAMSHIP COMPANY,  
FOR AMOY AND SHANGHAI.

THE Company's Steamship

"ANTENOR,"  
Captain Jackson, will be despatched on  
SATURDAY, the 2nd prox. at Daylight.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 31st March, 1898. [448]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"  
Captain Lehmann, will be despatched for the  
above Ports on SUNDAY, the 3rd April, at  
Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.  
Hongkong, 31st March, 1898. [456]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR TIEN-TSIN (DIRECT).  
THE Company's Steamship

"KWONGSANG,"  
Captain J. Stalker, will be despatched as above  
on TUESDAY, the 5th prox., at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 31st March, 1898. [449]

DAKIN, CRUICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are  
made under the constant supervision of a duly  
qualified English Chemist and will bear com-  
parison with the best English Manufactures.  
Special terms to HOTELS, CLUBS, MESSES and  
other Large Consumers.  
Any complaints should be addressed to the  
Manager.  
Hongkong, 1st March, 1897. [30]

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

JEYES  
FLUID  
THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings.  
Hongkong, 6th March, 1897. [11]

NOW READY.

A PAMPHLET containing the Series of  
Articles by the Telegraph's Special  
Correspondent entitled

"HINDRANCES TO THE DEVELOPMENT  
OF TRADE IN KWANGTUNG  
AND KWANGSI."

ALSO  
The new TRANSIT PASS RULES, providing for  
the sale of goods en route to inland markets.

PRICE, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH"  
OFFICE,  
No. 6, PATERSON HILL.  
Hongkong, 15th March, 1898.

## Intimation.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

## WINES &amp; SPIRITS.

ALL these are selected by our London  
House, bought direct at first hand, imported in  
wood and bottled by ourselves, thus saving all  
intermediate profits, and enabling us to supply  
the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on  
Application.

PORT after removal should be rested a month  
before use. When required for drinking at  
once it should be ordered to be decanted at  
the Dispensary before being sent out.

SHERRY.—Excellent Drier and After Drier  
Wines of very superior Vinages. All are  
true Xeres Wines.

CLARET.—Our Claret, including the lowest  
priced, are guaranteed to be the genuine  
product of the juice of the grape and are  
not artificially made from raisins and  
currants, as is generally the case with Cheap  
Wines.

BRANDY.—All our Brandy is guaranteed to  
be pure Cognac, the difference in price  
being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent  
quality and of greater age than most brands  
in the market. The SCOTCH WHISKY  
marked "E" is universally popular, and is  
pronounced by the best local connoisseurs  
to be superior to any other brand in the  
Hongkong market.

We only guarantee our Wines and Spirits to  
be genuine when bought direct from us in the  
Colony or from our authorised Agents at the  
Coast Ports.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.  
Hongkong, 8th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 31, 1898.

NOTES AND COMMENTS.

The *Diario de Manila*, after quoting our  
editorial remarks on the arrival of the  
*Marce Polo*, says "If our readers will care-  
fully study our 'Cronica' in another  
column, they may be satisfied that the  
*Hongkong Telegraph* has, in our humble  
opinion, formed an erroneous estimate of  
the present crisis in the East, and that our  
respected contemporary is wrong as to  
the probable combatants and the field of  
combat." It is always useful to have the  
opinions of others, and we have studied  
the "Cronica" as carefully as our  
linguistic shortcomings permit. The  
Spanish view is that, if war does break  
out, the Far East will be the battle-ground,  
not the Mediterranean; and that Russia,  
France, Germany, and Spain will form  
one coalition, with Japan overawed  
into neutrality if not compelled to  
give active assistance. On the other  
side, the *Diario* seems to argue, there  
can be only Great Britain and the  
United States; the one always arrogant  
and expansive, the other far too fond  
of ramming its monstrous Monroe Doctrine  
down everybody's throat. Italy's place  
in the fight is not given by our Manila  
contemporary, so that there is no real con-  
tradiction of our view that the *Marce Polo*  
would probably be as useful in the Medi-  
terranean as anywhere. But the sugges-  
tion that the two sections of the Anglo-  
Saxon race may have to fight the world,  
is most interesting. As the *Diario* says,  
"Only the great master, Time, can tell if  
the prediction is correct, or what would  
be the outcome of such a war." It would  
be a terrible struggle; but if we must face  
it, we will.

The *Extremo Oriente*, a Portuguese  
publication issued in Hongkong, has a  
long and vigorously-worded article on  
the crisis in China. Our Lusitanian con-  
temporary says—

The Germans have possessed themselves of  
the port and bay of Kiao-chow; the Russians  
have occupied Port Arthur and Tientsin; the  
French are taking Hainan; the Japanese are  
preparing for the permanent retention of  
Wakhuai; and Portugal, what is Portugal  
doing? What of the nation which, before any  
other, discovered the sea-route to the East,  
made herself mistress of all the African and  
Asiatic coasts, dominating with iron hand the  
Indian, Arabian, Persian, and the Farther East—  
what is Portugal doing?

Only a few days ago we would have  
been ready to answer the question, and  
perhaps console our Portuguese friends.  
We would have said that Portugal was  
doing quite as much as Great Britain, but  
was talking less, and making less fuss.  
It is as well that we kept our pessimist  
opinions to ourselves, for the indications  
are now strong, that Britain is doing a  
good deal more.

Under the heading "the coal war," the  
*Paris Matin* says that Britain has scored  
a victory in the most modern form of war-  
fare, that of bank-notes and dollars.  
In buying up all the Cardiff coal stock east  
of Suez. "For 25 years the nations have  
been at war, not with powder and shot  
and the booming of guns, as in the  
barbaric days of old, but with millions of  
money. Victory is to him who can spend  
most on armaments, and outbid all others.  
For a long time France seemed likely to  
win, as being richest; Italy has fallen  
behind in the race; but Germany is getting  
well forward now. Meanwhile England  
makes the pace; and makes it hot; more

coal, more ships, more men, more money,  
than any other." So far, so good; but let  
no effort be spared to make the pace so  
much the faster, that all other Powers will  
give up the contest. That is the only  
practical measure to secure international  
disarmament, abolition of war, and  
establishment of universal arbitration  
among the nations. On this the Peace  
Society and the Navy League can join  
hands and work well together. At any  
rate the Navy League can work in the  
good cause; and all British subjects should  
support it strenuously.

We have received the prospectus of  
"The Philippine Mining and Development  
Company, Limited," a British company,  
registered in Hongkong, with a capital of  
\$1,600,000, in \$10 shares; 60,000 shares  
are now to be offered to the public and  
40,000 taken by the vendors of the prop-  
erties proposed to be acquired; the re-  
maining 60,000 shares being at present  
not issued. The present time is very in-  
opportune for sinking money in Philippine  
development; apart from the natural non-  
progressiveness of Spanish rule, which  
has caused the Philippines after five  
hundred years of occupation to be less  
thoroughly developed than even the Arctic  
regions of Canada, there is a revolution  
still refusing to be suppressed, and a war  
with the United States is on the tapis. It  
is therefore well that Clause 10 of the  
Conditions provides for "accidents of  
such a nature as to impossibilite the  
production" of coal and other minerals.  
"Impossibilite" is a good word.  
Hongkong has had bitter experience of  
these impossibilities in countries under  
unpractical administrations. The Kebao  
coal mines have been raided by pirates,  
and Europeans carried off for ransom;  
the Hongkong coal mines have so far been  
one of the dearest disappointments ever  
known to Hongkong investors.

This Philippine company has to deposit 5  
per cent of its capital with the Government  
as a guarantee, to be returned in yearly  
instalments (without interest) as the work  
proceeds; to pay for some sort of official  
superintendence at the rate of 15  
cents per ton on the coal output; to sell  
coal to the Government at 51 cents per  
ton below market price; and to pay the  
concessionaire a royalty of fourpence  
(say 16 cents) per ton on the coal. Of  
course all this is expected to leave a  
large profit—40 to 50 per cent—  
what mine owner wasn't? The prospectus  
states that "a large floating dock is  
being put up in the bay of Subic, eight  
miles from Manila, by the Spanish  
Government; when finished, the dock  
will no doubt attract large men-of-war,  
Russian and others, to dock and coal in  
these islands." Perhaps, perhaps not.  
We wish to avoid any appearance of  
being unduly unkind in criticising the  
Spaniards; but this very prospectus men-  
tions that the Philippines form "one of  
the finest countries in the world, but still  
virgin and unexplored." That is condemna-  
tion enough, seeing how long the islands have  
been in Spanish hands. Can there be  
progress under Spanish rule? Can figs  
grow on thistles, or grapes on a briar-  
bush? Hongkong has enough "share-  
holders' graves" already. If "castles in  
Spain" are evanescent, coal-mines in  
Spanish colonies may end likewise in  
smoke. We must not be interpreted as  
saying that such will be the case; we can  
only speak of what has happened in the  
past, as illustrating the need of caution  
with regard to what may happen in the  
future.

Hongkong mercantile firms, suffering  
from a decline of business on account of  
quarantine regulations being established  
in all neighbouring ports against vessels  
from this Colony, may find some consol-  
ation in the fact that they are not the only  
losers. The *Halong Courier* says that in  
1894, through a stupid misapplication of  
the sanitary regulations in that port, the Cu-  
stoms revenue sustained a dead loss of  
\$300,000. A heavy price to pay for the  
preservation of obsolete superstitions!

And now, Hongkong, everywhere  
denounced as unclean, is declaring Macao  
infected; like the schoolboy who, smarting  
after a birching, relieves his feelings by  
kicking a smaller schoolboy.

REUTERS'S MESSAGES.

MR. GLADSTONE'S HEALTH.

LONDON, March 30th.

The doctors have informed Mr. Gladstone  
that his recovery is impossible.

THE GERMAN NAVAL BILL.

The Reichstag has finally passed the Navy  
Bill.

SPAIN AND THE UNITED STATES.

The latest despatches received at Wash-  
ington from Madrid indicate that Spain is willing to  
make large concessions, and the situation is  
decidedly more hopeful.

THE GOVERNMENT'S CHINESE  
POLICY.

Mr. Balfour will make a statement of the  
Government's Chinese policy before Easter.

PLAGUE STATISTICS.

During the 24 hours up to noon, 30th March,  
7 new cases and 5 deaths from plague were re-  
ported, making the total since 1st January (39  
days) 215 cases and 125 deaths.

LOCAL AND GENERAL.

H.E. Major-General Black inspected the King's  
Own Lancashire Regiment at Happy Valley to-day.

A TELEGRAM published in the Tonkin papers  
reports the wreck of the French mail steamer  
*Pille de Rome* off Minorca, on the way from  
Algiers to Marseilles. The passengers and crew  
were all saved.

THE returns of the number of visitors to the City  
Hall Museum for the week ended March 27th  
are:—Europeans, 277; Chinese, 2,889; total  
3,166.

THE examination for St. John's Ambulance Asso-  
ciation Certificates and in stretcher drill will be  
held at Volunteer Headquarters at 8.45 p.m. to-  
morrow.

Mr. H. E. Wodehouse, C.M.G., has retired on  
pension from the position of Police Magistrate,  
and he leaves for home by the *Empress* on the  
6th April.

A TONKIN telegram dated Paris, 19th March,  
says that an explosion in the Pelmes coal mine  
near Cordova, Spain, resulted in the death of  
seventy miners.

H.M.S. *Victorious* arrived to-day from Singa-  
pore. H.M.S. *Centurion*, *Archer*, *Fame* and  
*Whiting* left for the North to-day and the *Ala-  
corty* yesterday.

THE *Sematus Colombi* publishes a telegram  
stating that a French force at Malunga repulsed  
an attack made by four hundred Sakalaves, and  
many natives have now tendered their submis-  
sion.

MRS. Josepha North, the famous palmist and  
phrenologist, leaves by the *Gaiole* to-morrow for  
Shanghai. During her stay here she has had  
many callers and all speak in the highest terms  
of her skill in both sciences, the delineations  
being remarkably accurate.

FRANCE has yet another grievance against these  
"sacred" English. It has been discovered by  
the London police that Paris municipal Bonds  
and Tonkin Debentures are being counterfeited  
in England and planted on the unsuspecting  
public through agents in Brussels. Five hundred  
of the bogus bonds have been seized in London  
and Brussels.

PLAYGOERS are reminded that the plan for the  
first appearance in our midst of the celebrated  
conjuror Carl Hertz is rapidly filling, so those  
desirous of a good seat for the opening perform-  
ance, would do well to secure same immediately.  
The distinguished entertainer and company  
arrive in the *Verona*, the season starting Sat-  
urday evening.

THE harbour was treated to another display last  
night in the shape of coloured lantern signals  
from the American warships. It was very bril-  
liant, and wonderfully quick in the responses.  
The system is one that was introduced by Com-  
modore George Dewey, U.S.N., eight years ago,  
in 1890, when he was the Chief of the Naval  
Bureau in Washington.

A HOUSEBOY, a coolie, and a carpenter, were  
to-day charged with the theft of a gold watch  
and chain, the property of Mr. Gattelus, of  
Castle Road. It seems that the jewellery was  
in a garment hanging in a room to which the  
three men had access and it has not since been  
seen. After a little evidence had been taken  
the accused were remanded till Saturday.

THE *N. C. Daily News* says:—An interesting  
and important case which it is expected, will  
involve almost as important points to the com-  
munity as the famous *Ince* fireworks case,  
between Mr. H. Brown and the Municipal  
Council, is to be heard before the Court of  
Sessions, consisting of Dr. Stiebel, Senior  
Counsel, Mr. John Goodnow, and Mr. Geo.  
Jamieson, on the 1st March, in the German  
Court.

THE Hongkong branch of the Chartered Bank  
of India, Australia and China, this morning  
received telegraphic advice from the head office  
in London that at the approaching meeting of  
shareholders of the bank, the directors will  
recommend a dividend for the past half year at  
the rate of 10 per cent per annum, free of income  
tax, making 9 per cent for the year, that £75,000  
be added to the reserve fund, and £100,000  
carried forward as undivided profit.

A CORRESPONDENT at Kienkiang confirms in a  
note dated the 23rd March the news we (*N. C.  
Daily News*) lately gave as to the attitude of the  
Yangtze Valley Viceroy and Governors towards  
Peking. He says:—It is reported here that the  
Governor of Kiangsi in common with the other  
high officials of the Yangtze is disobeying the  
Emperor's order to disband the provincial reg-  
iments, and they are on the contrary secretly  
enlisting troops on their own account.

ACCORDING to despatches received from Nan-  
king, the Viceroy Liu has received an Imperial  
edict by telegraph, calling upon him to issue  
instructions to his subordinates in charge of tea,  
salt, and other illicit stations throughout his  
jurisdiction bordering on the coast and the River  
banks, to close all these establishments in order  
to enable the Inspectors of Imperial Maritime  
Customs to take charge of that portion of the  
revenues also by the 1st day of the 4th moon  
of the present year, i.e., the 20th of May, 1898. As  
there is an intercalary 3rd moon this year, the  
disestablished illicit officials will have some  
seven weeks given them to close their establish-  
ments—a valuable period of grace to some of  
them.—*N. C. Daily News*.

TO-NIGHT will witness the farewell performance  
of the Brough Company, when Pizarro's popular  
comedy "Dandy Dick" will be produced. So  
rare is it for Hongkong play goers to be able to  
enjoy the acting of a company like this one that  
the season now closing is deemed all too short.  
The crowded houses during each night they  
performed amply testify the appreciation of the  
public and it is safe to say that no body of enter-  
tainers has ever eclipsed the Broughs in popu-  
larity in Hongkong. Through the season they  
have produced some of the best modern  
specimens of the playwright's art and the  
manner in which they have been staged is  
beyond criticism. There is sure to be a crowded  
house at the Theatre Royal to-night to witness  
the farewell performance, and Mr. and Mrs.  
Brough each have parts in the comedy which  
enable their talents to be used to the best  
advantage.

SCARVA, County Down, boasts a 144 year old  
post-master in R. Taylor, who, besides being  
the oldest active postal servant in the United  
Kingdom, is also the oldest country storekeeper.

At a special meeting of the Sanitary Board to-  
day it was decided that the Board advise the



At the Magistrate's today a Chinese boatman appeared against a certificate of four months' hard labour imposed on him for assaulting a boatwoman by pulling her into the water. Mr. Rees appeared for the defendant. After a quantity of evidence had been taken Captain Hastings confirmed the sentence.

FAT men must be on their guard when travelling on French railroads. A 340-pound citizen of Lille who had bought a third class ticket, after failing to wedge through the door of a third class and of a second class carriage, entered a first class compartment and rode to his place of destination. The railroad sued him for the difference in the fare, to which the defence was that, having sold the ticket, the company was bound to provide doors to the third class carriages wide enough to admit him. The court, however, held that he must have known his own girth and the risk of carriage doors and should have bought a ticket admitting him to a wide enough compartment. It refused to make him pay for excess weight.

THE second regimental concert of the King's Own Amateur Dramatic Club was given at the Gymnasium at Murray Barracks last night and proved an enjoyable entertainment. The King's Own can pride themselves with having a few talents, who, with a little encouragement can easily give our soldiers occasionally a merry, jolly good show and enlighten them from the sombre aspect of their arduous duties of every day life in a secluded station like Hongkong. The appreciation shown by the soldiers towards the efforts of the King's Own A.D.C. was not wanting in evidence yesterday evening. The songs were mostly humorous ones and the men right heartily took up the choruses and vociferously cheered the singers. The second part of the programme consisted of an amusing farce in one act entitled "Caught by the Collar." The performance will be repeated this evening, a staff night, and on Saturday evening.

THE appointment of Dr. R. B. Dredon as Deputy-Inspector-General of the Chinese Imperial Maritime Customs possesses special interest for the medical profession as the *British Medical Journal*, for he holds the degree of M.B. and M.Ch. of the University of Dublin. After graduating (a medicine), he entered the British army as a surgeon, but about twenty years ago he joined the Imperial Maritime Customs service, in which he was at once appointed Commissioner. As long ago as 1880 he was chief secretary to Sir Robert Hart, and for a time acted as Inspector-General conjointly with Mr. Hippisley during Sir Robert's temporary absence. He has an intimate knowledge of China and the Chinese, and bears the reputation of being an able man, a hard and conscientious worker, and thoroughly alive to diplomatic usage. He is reported to be one of the best speakers of Chinese in the East, and a difficult question his linguistic powers are called in. Dr. Dredon is connected by marriage with the family of the Inspector-General, and apart from his great abilities, this fact no doubt is in his favour with the Chinese, who attach great importance to family ties and influence.

H.M.S. *Bonaventura*, cruiser, was to have been commissioned at Devonport on March 3 for service on the China Station. The *Bonaventura* was launched in 1895. She has a displacement of 4,360 tons, and an indicated horsepower of 9,000 tons. Her armament consists of two 6-in. guns, eight 4.1-in. guns, nine 3-pounder and 3-pounder quick-firing, and four machine guns. She has also four torpedo-launching tubes. She has a steel-protected deck, two inches thick in the fore and one inch in the aft. She has a coal capacity of 400 tons and her speed is 19.5 knots. The *Bonaventura* returned last year from the East Indies Station, where she was flagship and is to replace the cruiser *Rainbow* on the China Station. Since her return to Devonport the *Bonaventura* has undergone a refit, at a cost of nearly £10,000. Though her vessels are classed as second-class cruisers, there is a great difference between them, as the *Bonaventura* has a displacement of 4,360 tons, a complement of 318, and an armament of 20 quick-firing guns, whilst the *Rainbow* has a displacement of only 3,600 tons, a complement of 273, and only quick-firing guns. Captain R. A. J. Maitland will command the *Bonaventura* on her commissioning for the China Station.

A COAL cooler, from whom the police seized a swindling *pot* box at the Races, to day, prosecuted a housewife of No. 3 station for obtaining money from him by false pretences. The defendant had asked to see which, he said, to redeem the box from the police. This was on February 16 the complaint was made by the man until yesterday. Defendant called no witnesses and denied the charge, but he lost £2 to the complainant at gambling. A second charge was proceeded with against the defendant. A Chinese compositor, unemployed, said he defendant had offered to get him a position as a constable but said he would have to get £7 or £8. The dupe pawned his jacket for £3.50, and defendant asked for £3.50 to buy spirits with for an Indian constable, and he was also told that if he were sent for he would need a few dollars more to buy clothes and spirits for the Chief Inspector. Complainant told defendant that if he got the post he would give him the first month's wages. Defendant asked complainant to act as informant or him as to plague cases, and he did so telling one woman to hospital. Three or four days later defendant told him the woman had died and that a sergeant with whom her relatives lived heard that he (complainant) had been perverting a constable and that he was to be hanged. Complainant had been lent a little money and defendant wanted £3 or £4 of it. Complainant came to the Police Station yesterday and reported the matter as he heard that two detectives were after him to hang him. Defendant had nothing to say for himself and was sentenced a four months' hard labour on one charge and two months on the other.

COMMENTING on the proposed amalgamation of Pears' Soap and Apollinaris, a correspondent of one of the financial papers thinks (says *Fabryday*) that an alliance between the South-Eastern Railway and Bovril would be to mutual advantage. He points out that while the trains are more than an hour late, the Company could supply Bovril to the passengers, and then grease the wheels of the carriages with the washings of the cans. The only objection is to the arrangement that the present works of the Bovril Company would have to be enormously enlarged to cope successfully with such a contract; which reminds me of a lovely little story that has recently been going the rounds among privileged travellers on that favored railway. One morning two friends who lived some way down the line were indulging in their usual (and, of course uncalculated) grumble at the eccentricities of the South-Eastern. They were interrupted by an old case-worn man on the opposite side of the compartment, who looked as if he had experienced hard service. "He said 'I don't quite see what you gentlemen have to complain of about this service, I've been travelling on this line for years now and—' Here one of his auditors burst in with, 'Good gracious, sir, what is it you did you get in at?'"

THE British steamer *St. Mary* arrived at Colombo on the 30th March with her cargo on fire. The *St. Mary* left Antwerp on the 5th February last, her cargo consisting of 8,400 cases of dynamite, thirty-two cases of phosphorus, several hundred bales of cotton, barrels of cement, and iron consigned to various firms in Yokohama. She left Suva on the 21st February, and the fire occurred thirteen days later, when she was approaching the Ceylon coast. On the 6th instant, a thin column of smoke was observed rising from No. 3 hold in which were stored thirty-two cases of phosphorus, barrels of cement, and other cargo. The smoke suddenly increased and flames were observed rising through the hatch. Alarms were sounded and all hands were summoned on deck. The master, Captain Pile, gave orders that while a continuous stream of water was kept playing on the burning cargo, the dynamite should be got out as far as possible and jettisoned. This was about an hour after the outbreak of the fire, and the thousand odd cases were dropped overboard as fast as they were taken up out of the hold. Water was poured incessantly on the burning cargo, but it was not until the 8th that it became possible to approach the seat of the fire. By that time, most of the dangerous cargo, including the phosphorus, had been thrown overboard. The fire was then beaten down steadily until it was almost put out when the vessel reached Colombo. The fire was caused through spontaneous combustion of a light oil enveloped in saw-dust in packages. The damage by fire and water was considerable but of course the cargo had been covered by insurance. Captain Pile took a similar cargo last year to the same destination. The *St. Mary* will be detained to survey her there.

MESSRS Warner, Barnes & Co's bi-weekly circular, dated Manila, 24th March, says:—Quarantine of 15 days from date of arrival has been imposed on all arrivals from Hongkong. Coals—Arrivals all. The price of Australian has advanced—we quote this quality for May/August shipment at \$13.25 to 13.50 per ton, at which a large business has been done. Japan, nothing offering. Hemp.—The market has continued its upward movement. Business in all kinds has been moderate owing to firmness of sellers.—During the last few days sales have been made of Albany cargo, basis of Current @ \$9.75 per cwt and today at basis of \$9.75 at which market closes firm. Sugar.—Manila Extras (about No. 9 D. S.) we quote @ \$4.37 per cwt—all supply is being taken for the China market. Test—Normal—No crop. Hullo.—The weather lately prevailing caused a diminution of supply and induced exporters to make considerable contracts with Dealers for future delivery, on the basis of \$4.35 for assorted in 1/4 lbs.—Telegraphic advices now quote the market easier, export Houses having filled their requirements, but with indications of a renewed demand on the part of Chinese. Dealers having made considerable contracts forward are strong holders and will not contract at the nominal quotation of \$4.12. We make our quotation to-day as follows:—Manila Extra Sugar (abt. No. 9 D. S.) \$4.37 per cwt first cost, and exchange 2/0 = £7.15. 5 per cent A. C. B. Hullo Superior Sugar \$4.12 per cwt first cost, and exchange 2/0 = £7.7. 6 per cent A. C. B. Coffee—Batangas no crop, quoted nominally @ \$4.45 per cwt. Rice—Supplies of 2nd and 3rd W. to Pangasinan are very limited owing to want of transport but stocks in provinces are heavy.—We quote this quality @ \$3.25 per cwt A. C. B. in the river.

#### ARRIVAL OF THE "VICTORIOUS"

The man-of-war anchorage was quite a deserted aspect this morning owing to the exodus of the British fleet for the north. Shortly after 11 a.m. the vacant space (or a good deal of it) was taken up by the big first-class battleship *Victorious*. She is particularly high out of the water and her long black hull gives her a very imposing appearance. On her arrival there was the customary powder-barrage and the American flagship appeared to use much heavier saluting charges than the British ship, if not counts for anything. The *Victorious* left Malta on February 18th and calling at Singapore, left the latter port on Saturday last, so that she has made pretty good time on the voyage. She is a first-class twin-screw battleship, built of steel at Chatham, and has only just started on her first commission. She is 14,900 tons with 24,000-horse power, giving her a speed of 19.5 knots per hour. Her coal capacity is 900 tons. She is one of the *Albatross* type of battleships which are very heavily armed whilst their offensive powers are also greatly improved. For 12 in. B.L. twelve 6 in. Q.F. and twenty-eight smaller Q.F. and five torpedo tubes. She makes a very considerable addition to our naval power in the Far East.

The cruiser *Gulistan* was to follow shortly after the *Victorious*.

The only other British warship in port is the *Imperial*.

#### A RUSSO-JAPANESE WAR.

The British public is slowly beginning to perceive that what very nearly came about in 1905, when the terms of the Shimoda-Treaty were announced, is again approaching a dangerous point. We refer to the possibility of a collision in the Pacific between Russia and Japan. We find in the *Chronicle* a letter from a Russian correspondent in which he discusses the question of whether Russia is ready for a war in the Pacific. He states that section of Russian society which can be called enlightened and progressive asks: Is it to be war? and if so, who will be the enemy? Where will be the scene of action? Are we really prepared for a European war? Could we hold our own against such a Power as the Japan of to-day? The answers are not reassuring, and well-meaning people, who regard politics from the point of view of national development and prosperity, have every reason to be uneasy. He goes on to say:—

Could we feel assured beforehand of victory in a war with Japan? Without considering the further question of combinations with European Powers or a general war, we are compelled to own that the Japanese would have a good chance of defeating us, paradoxical as such a statement must seem. Russia, so powerful a nation, with a population of 130,000,000, and an army of 1,000,000 in peace and 2,500,000 in a war-coating! Yet, we know all that, and all the same we should be running a great risk in a war even with Japan alone. And this why. The Russian Army, like our population, is concentrated in the west, the south, and central provinces of European Russia. The further east you go from the Volga, the more the population and the army diminish; so that the whole of Siberia, with its area of 4,533,000 square miles, there are less than 7,000 inhabitants, and an army of only 40,000 men, including the officers and permanent staff. In the Far East there are only 10,000 men, and in Primorsky, where the war would probably take place, on an area six times the size of Great Britain—there dwells a population of 250,000 men scattered in God-forsaken villages, and wretched towns, without industry or commerce—everything is brought from European Russia. Even flour and grain, to meet all provisions for the towns and the island of Sakhalin are sent from Odessa round India by the Suez Canal. The sea route, what an enormous organization would be required to equip an army with arms and commissariat by such a route! Our Baltic fleet is not equal to the task, and we could not count upon our Black Sea fleet, for the exit is closed to us. There are ten first-class battle-ships, and one third-class; fifteen first-class cruisers, and thirty-six third-class. But our Government could not commission even half these ships for the Pacific. Even our Chauvinists admit that our relations with Europe, especially with England, are not very satisfactory. We cannot leave our harbours unprotected. What have we, then, to oppose to the Japanese fleet? The Japanese fleet is quite modern. Ten of their ships can develop a speed of eighteen to twenty knots; none less than twelve. Their number is greater than ours, and they have a base close at hand in ports far richer than our wretched Vladivostok and Nicolaevsk. As to the comparative fighting capacity, it is hard to speak with certainty. It is certainly difficult to tell which of the two nations would display the greater aptitude for war. The Russian Government would have to further difficulties in organizing a campaign for the annexation of Korea, the military stores, the commissariat and the army itself would have to be sent from Moscow, St. Petersburg, Kiev, and Odessa and the transport over a distance of between 2,000 and 3,000 miles at least would involve unheard-of expense. In the first place, the Trans-Siberian Railway is not finished yet, and about 1,000 miles would have to be traversed on foot. Even if the railway were finished, the transport of army of 250,000 men would require at least three months of incredible labouring at the end we should reach a country without resources, without towns, almost without inhabitants, and without any practicable roads. Speaking generally, these enormous distances, the want of population, the beggary of peasants, and the universal ignorance, which the Government runs at its utmost to maintain, make of Russia a semi-barbarous nation, not nearly so powerful as it appears at first sight. It would want two generations to populate the Far East province by a rational system of colonization.

In a very similar vein a writer on the strategic aspect of the Far East, in the *Globe*, states as follows:—It is difficult to conceive any struggle taking place in the Far East without Japan being one of the participants, and whether she acts alone, or in conjunction with another Power or Powers, the advantages accruing from her geographical situation cannot fail to have a most important bearing on the issue of the war. The theatre of dispute, for many years to come, will be in the neighbourhood of the Gulf of Beihai and the Korea peninsula. The whole of this area is dominated by the islands of Japan, which lie in the form of an enclosing crescent, the lower limb of which is separated from Port Arthur, the key to the Gulf, by an easy striking distance of 500 miles, while the Korean peninsula itself is only divided by a channel 120 miles wide. The blockade of the south coast of Japan would be a task which might well drive the officers entrusted with it to a state of distraction. Unable to follow the hidden movements of the fleet or transports inside the inland sea, they would have to concentrate a heavy force at each of its three entrances to prevent a sortie in strength, while the numerous harbours and enclosed waters along the coast would serve as hiding-places for veritable hornets' nests in the shape of flotillas of destroyers and torpedo-boats.

would be a great mistake to suppose, however, that in the event of war, Japan would be content to fill the simple rôle of defender. Conscious of the security afforded to her coast by nature, she would devote her victory to the enemy's country. Who then enemy would be, no student of Far Eastern politics needs telling. For several years past, Japan and Russia have watched one another with eyes of fear and jealousy. Fear on the part of Russia at the apparition of a young and lustful Power daring and able to dispute with her for the mastery of Korea and the North-Western Pacific. Jealousy on the part of Japan at the sight of a Power who robs her of the fruits of her victories, and who stretching her hands to territory which she and she alone has been to-day to her own. And the tension is becoming greater every day. For if Japan is to strike at all, she must strike now. It is not by her Navy alone that she can hope for territorial conquest on the mainland. Korea, the prize she has in view, can only be taken by means of a powerful military expedition. The sea power which is requisite for the despatch and transport of that expedition she has ready at hand; but the preponderance in military strength which is necessary for the fulfilment of her designs can only last a few years longer, unless she makes up her mind to strike before it is too late. At the moment the last rail of the Great Siberian Railroad is laid, the whole strategic aspect of the Far East will be changed, and unless Japan has already taken time by the lockstep and installed herself permanently in Korea, she may look upon that country as lost to her for ever. But for the present the game is in her hands if she makes up her mind to act quickly and forcibly. . . . The first and chief point of attack by the Japanese would be Vladivostok. This place could best be taken by landing in force on the Siberian coast a short distance to the north and south of the port, and attacking the forts in rear. This would be the most keenly-fought position of all, as the garrison would have been strengthened by troops brought down by rail from the Amur district, and by the frontier forts. At the same time, Seoul would be occupied by an army corps landed at Chemulpo, while in the far north a diversion would be attempted, probably by the fleet in the Amur river, so as to detach a certain portion of the Siberian forces from joining the main army further south. A portion of the Japanese fleet would also have to be detached for the important duty of watching the Straits of Malacca and the neighbourhood of Singapore for the reinforcements of Russian troops who, by this time, would be on their way from Europe. Sea power, indeed, would be the dominant factor in the situation. The day that her supremacy at sea was overthrown, her game would be lost. Korea and Siberia would be flooded with overwhelming numbers of her enemy's troops, while her own fleet would gradually be out-numbered by the additional ships despatched from the enemy's ports in Europe. Her very existence as a nation would tremble in the balance.

NEWS BY THE AUSTRALIAN MAIL.

The following telegrams from our Sydney exchanges were "crowded out" of last night's issue:—

BUNDEBERG, March 31st.

The flood in the Burnett rose one foot over the January 30th level, but it is now receding. No serious damage is reported.

LONDON, March 31st.

The Egyptian gunboats on the Upper Nile have destroyed the Turkish boats at various points along the river, and have captured several boats belonging to the enemy.

Colonel McCallum, the Governor of Lagos, West Africa is proceeding to Okeiti and Otu, in Borgu country.

The Paris *Temps* say the object of McCallum is to secure the delivery of certain French posts. The result will be to aggravate the present situation and increase the risk of a conflict between the French and British forces.

The *Times* states that immediately the new Chinese loan was ratified Russia demanded of China sovereignty rights over Port Arthur and Taku-Lien-Wan, together with important railway concessions.

The Russia Minister allowed Chiao five days to consider the demand and threatened in the event of refusal to invade Manchuria.

ROCKHAMPTON, March 31st.

The Central Queensland members of the Legislative Assembly are signing a joint telegram to the Federal Convention, asking that provision be made in the Constitution for the admission of Central and Northern Queensland as separate States immediately the Commonwealth is proclaimed, irrespective of whether or not Southern Queensland desires to join.

GYMPIE, March 31st.

The flood waters have reached to within two feet of the January flood mark and are still rising. Portions of the streets are flooded but the mines are safe.

March 31st.

The flood waters are subsiding slowly, and the mines all perfectly safe from the flood.

MARLBOROUGH, March 31st.

The flood in the Mary River has risen to within one foot of the January flood mark, and is still rising slowly.

March 31st.

The flood in the Mary River reached the same height as the January flood but is now subsiding.

MELBOURNE, March 31st.

A considerable outbreak of typhoid fever has taken place, and 435 cases with a large number of deaths have been recorded during the past fortnight.

LONDON, March 31st.

It is considered significant that the Queen has entertained at dinner Baron Courcel, the French Ambassador.

Sunderland, Permanent Under Secretary to the Foreign Office, is acting in the absence of Lord Salisbury, who is suffering from an attack of influenza.

The Chinese Government has signed the assurance demanded by Japan for the payment of the balance of the war indemnity in May next.

At the request of Japan, the Korean Government implores the Minister of Foreign Affairs, who is responsible for the leasing of Jeju Island to Russia.

BREITENBURG, March 31st.

A deputation has waited upon the Colonial Treasurer to urge that immediate steps be taken to obtain special expert advice as to the best means of mitigating the evil consequences of floods in the Billabine River. Mr. Philip replied very favourably and said no delay would be allowed to occur in obtaining the best expert advice; and meantime the work of deepening the river would be proceeded with, and other improvements effected.

#### NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1888.

Barometer . . . . . 30.059

Thermometer . . . . . 62.0

Humidity . . . . . 85.0

Rainfall . . . . . 4.08

TO-DAY.

Thursday, 31st March, 1898.

Chinese—10th of 8th moon of 18th year of Kwong-ai.

Islamic—8th Rabi-ul-Thani, 1316.

Jewish—8th Nisan, 5658.

Mohammedan—8th Rabi-ul-Thani, 1316.

Sun—Rise . . . . . 6hr. 58min.

Sun—Set . . . . . 6hr. 58min.

High water—Morning . . . . . 6hr. 58min.

Low water—Morning . . . . . 6hr. 58min.

Afternoon . . . . . 11hr. 58min.

ANNUITIES.

1874—Coolie traffic abolished.

1890—The Duke and Duchess of Connaught arrived in Hongkong.

1893—Destructive fire at Manila; many lives lost.

1896—Li Hung-chang refused to land at Hongkong.

TO-MORROW.

Friday, 1st April, 1898.

(All Pools Day.)

Chinese—11th of 8th moon of 18th year of Kwong-ai.

Islamic—9th Rabi-ul-Thani, 1316.

Jewish—9th Nisan, 5658.

Mohammedan—9th Rabi-ul-Thani, 1316.

Sun—Rise . . . . . 6hr. 58min.

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High water—Morning . . . . . 6hr. 58min.

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1893—Destructive fire at Manila; many lives lost.

1896—Li Hung-chang refused to land at Hongkong.

AMUSEMENTS.

1815—Princes Bismarck born.

1857—Mr. Ch. Maitland murdered by his Cal. wife near the Peak.

1873—Hongkong joined the Postal Union.

1876—The port of Heligoland opened.

1877—The ports of Fakhel, Wenchow, Wuhu, and Ichang opened.

1891—Gap Rock light first exhibited.

#### SHIPPING AND MAIL NEWS.

MAILS DUE:

English (*Verona*) and prox.

Italian (*Atrion*) and prox.

Australian (*Changha*) and prox.

German (*Prinzess Alice*) 7th prox.

American (*Doris*) 9th prox.

Tacoma (*Tacoma*) 11th prox.

American (*China*) 20th prox.

THE P. & O. steamer *Brindisi* left Bombay for this port yesterday afternoon, the 30th inst.

THE N. P. S. S. Co.'s steamer *Braemar* sailed from Yokohama for Portland yesterday, the 30th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of India*, left Vancouver for Hongkong via Yokohama, etc., on Tuesday afternoon, the 29th inst.

THE Agents (Messrs. Arnhold, Karberg & Co.) inform us that the East Asiatic Co.'s steamer *Stam* from Copenhagen, Hamburg and Antwerp, passed the Canal on the 29th, and may be considered due at Singapore on or about the 18th prox.

THE O. & S. S. Co.'s steamer *Doris*, with mails, etc., from San Francisco to the 12th inst. via Honolulu, has arrived at Yokohama, and will leave for this port via Inland Sea, Kobe, Nagasaki and Shanghai, to-morrow morning, the 31st prox.

#### SHIPPING RETURNS.

From 6 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

*Didarichsen* . . . . . from Halphong

*Haitan* . . . . . " Pakhel

*Antenor* . . . . . " Singapore

*Kwangtung* . . . . . " Tientsin

*Yikang* . . . . . " Cheloo

*Martha* . . . . . " Saigon

*Hermes* . . . . . " Manila

*Yamoon* . . . . . " Hongay

*Victor* . . . . . " Canton

Aggregating 21,900 tons register.

DEPARTURES.

*Dunagong* . . . . . for Bangkok

*Rubus Mars* . . . . . " Saigon

*Formosa* . . . . . " Swatow

*Corvus* . . . . . " Bangkok

*Whampoa* . . . . . " Kebao

*Choyang* . . . . . " Canton

*Mongkut* . . . . . " Saigon

*Kwangtung* . . . . . " Canton

*Centurion* . . . . . " Cheloo

*Albatross* . . . . . " Cheloo

*Archer* . . . . . " Cheloo

*Poma* . . . . . " Cheloo

*Whiting* . . . . . " Cheloo

Aggregating 23,835 tons register.

HONGKONG AND WHAMPDO DOCK RETURNS.

*Bonaventura* . . . . . at Kowloon Dock

*Diakland* (H.I.G.M.S.) . . . . . "

*R. Augusta* (H.I.G.M.S.) . . . . . "

*Tordenskjold* . . . . . "

*Columbia* . . . . . "

*Agenda* . . . . . Cosmopolitas

*Reith* . . . . . "

*Hakusan Maru* . . . . . Aberdeen

PASSED THE CANAL.

OUTWARD—1st February—*Honolulu*. 11th February—*Allen*, *Lafayette*, *Yarrowdale*. 15th February—*Rose Castle*. 18th Feb.—*Avila*. 22nd February—*St. Mary*. 25th Feb.—*Queen Margaret*. 1st March—*St. Andrews*. 4th March—*Madagafcar*, *Kintuck*, *Rugby*. 8th March—*Thalia*. 15th March—*Glenartney*, *Glenyle*, *Sarpedon*, *Arctid*, *Croydon*, *Elfin Tower*, *Tals*, *Wentworth Hall*. 18th March—*Bullmouth*, *Canton*, *Marionette*, *Adria*, *Yadua*, and *March*—*Ulysses*, *Bilkna*, *Nadja*, *Nyssa*, *St. Ninian*, *Tartarus*. 21st March—*Chango*, *Pyrrhus*, *Tartarus*, *Laos*, *Trindam*. 29th March—*Benlawers*, *Glenale*, *Flintshire*, *Morven*, *Slam*.

HOMEWARD—8th March—*Yarra*, *Fort Adelaide*. 11th March—*Hector*, *Santa*. 15th March—*Darmstadt*. 22nd March—*Shanghai*. 25th March—*Irma*. 29th March—*Pingsway*, *Sackin*, *Dromed*, *Sydney*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[Advt.]

#### Hotels.

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN

AT

THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS TARIFF?

BREAKFAST . . . . . \$ 0.55

Tiffin . . . . . 0.75

Dinner . . . . . 1.00

3 MEALS DAILY (Monthly Rate) . . . . . 40.00

1 Tiffin . . . . . 15.00

1 Dinner . . . . . 20.00

Tiffin & Dinner . . . . . 30.00

BREAKFAST & Tiffin . . . . . 25.00

BREAKFAST & Dinner . . . . . 25.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD, Manager.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant building known as "CONNAUGHT HOUSE," offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

W. STUART HARRISON, Manager.

Hongkong, 3rd April, 1898.

#### Consignees.

##### NOTICE

##### CONSIGNEES OF CARGO per Steamship

"GARLIC" are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading. Goods remaining unclaimed after the 3rd proximo will be subject to rent. No Fire Insurance will be effected. J. S. VAN BUREN, Agent.

Hongkong, 28th March, 1898. [T-W 5]

##### PACIFIC MAIL STEAMSHIP COMPANY.

##### NOTICE TO CONSIGNEES.

"CITY OF PEKING." THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 30th March, 1898. [T-W 1]

##### NOTICE TO CONSIGNEES.

##### THE P. & O. S. N. Co.'s Steamship

##### "HYDASPES" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named Steamer are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Goods not cleared by the 5th April, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by us in any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 30th March, 1898. [T-W 5]

##### NORTHERN PACIFIC STEAMSHIP COMPANY.

##### NOTICE TO CONSIGNEES.

##### STEAMSHIP "MOGUL."

##### FROM PORTLAND OR YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 24th March, 1898. [T-W 4]

##### THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

##### HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

##### SUBSCRIPTIONS.

##### EXCHANGE LINES, \$80 Per Annum.

##### PRIVATE LINES, \$100 Per Annum.

##### NO CHARGE FOR INSTALLATION.

##### N.B.—A special charge is made for lines of more than average length.

##### ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

##### INCLUDING:—

##### BATTERIES, CHEMICALS, ELECTRIC BELLS



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKIO MARU	SYDNEY AND MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE, AND BRISBANE	To-morrow, 1st April, at 4 P.M.
KAWACHI MARU	YOKOHAMA (DIRECT)	THURSDAY, 7th April, at 4 P.M.
MATSUMOTO MARU	Kobe and YOKOHAMA	THURSDAY, 14th April, at 4 P.M.
RIOJUN MARU	YOKOHAMA (DIRECT)	SATURDAY, 19th April, at Noon
TAMBA MARU	MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE (Transhipping Cargo for Java Ports), PENANG, COLOMBO and PORT SAID	THURSDAY, 28th April, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 31st March, 1898.

A. S. MIHARA, Manager.

## Dr. KNORR'S ANTIPYRINE

patented "LION BRAND." In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea to 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

## Dr. OVERLACH'S MIGRAININE

"LION BRAND" (ANTIPYRINE—CAFFEINE—CITRATE) (1) Excellent results in the severest cases of migraines, as well as in headaches arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migraine acts simultaneously as an analeptic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARRWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS.

## WANTED.

AN ASSISTANT ELECTRICAL ENGINEER Apply by letter, giving references and Copies of testimonials.

TO THE MANAGER, Hongkong Electric Co., Ltd. Hongkong, 16th March, 1898. [395]

## TO THE DEAF.

A RICH LADY cured of her deafness and noise in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent to her by the means of the Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

## HEAD OFFICE

## AND MANUFACTORY.

THE LION BRAND, Wanchai, Bowdoin.

SPECIAL PAINT Without Competition.

## ORDINARY CEMENT—For Buildings

of Stone, Brick and Plaster of Lime, Cement, &c., &c.

## CEMENT OIL PAINT, No. 1—Advanced

used for all Metallic Works, steamers, &c., &c.

## CEMENT OIL PAINT, No. 2—Made

with unchangeable Colours, for all applications.

## CEMENT OIL—For protecting Wood

from White Ants, Dampness, &c., &c.

## BARRETT &amp; CO.,

Agents for CHINA and JAPAN. Hongkong, 8th November, 1897. [29]

## CHS. J. GAUPP &amp; CO.,

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

## CELEBRATED OPERA GLASSES,

and for Voyagers and Seafarers.

## MARINE GLASSES AND SPYGLASSES

Nos. 54 & 56, Queen's Road Central. [40]

## THE GENERAL CATALOGUE

## AND BUYERS' GUIDE

ISSUED SEMI-ANNUALLY BY

## MONTGOMERY WARD &amp; CO.

THE GREAT MAIL ORDER HOUSE.

## Chicago, U. S. A.

IS THE MOST COMPLETE IN THE WORLD

It has more than 1,000 illustrations, about 100 descriptions of prices, weights, and contents of over 100,000 goods, and is a guide to the buyer in every line of goods.

Send your order to the Montgomery Ward &amp; Co., 111 to 120 Michigan Ave., Chicago, U. S. A.

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## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW. THE Company's Steamship

"THALES." Captain Hall, will be despatched for the above Ports TO-MORROW, the 1st April, at Daylight. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 19th March, 1898. [441]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KAIFONG." Captain Wright, will be despatched as above on SATURDAY, the 2nd April, at Noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th March, 1898. [438]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DARDANUS." Captain Gregory, will be despatched as above on MONDAY, the 4th April at Noon. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th March, 1898. [493]

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"BENALDER." Potier, Master, will be despatched as above on or about the 5th April. To be followed by S.S. "CLAVERRILL," on or about 19th April. S.S. "MERIONETHSHIRE," on or about 3rd May. S.S. "QUEEN MARGARET," on or about 17th May. S.S. "NINIAN," on or about 31st May. S.S. "CRAGG," on or about 14th June. For Freight, &c., apply to SHEWAN, TOMES & Co., Agents. Hongkong, 19th March, 1898. [372]

FOR SYDNEY VIA THURSDAY ISLAND AND TOWNSVILLE.

THE British Steamship

"JACOB CHRISTENSEN." Captain J. B. Carpenter, will be despatched for the above ports on THURSDAY, the 7th April at 3 P.M. For freight, apply to GEO. R. STEVENS, Agent. Hongkong, 25th March, 1898. [476]

"WARRACK" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"MACDUFF." Captain Thomson, will be despatched as above on or about FRIDAY, the 8th proximo. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 30th March, 1898. [447]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"MENMUIR." Captain McArthur, will be despatched for the above Ports on SATURDAY, the 9th prox. at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon is carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 28th March, 1898. [401]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX." will be despatched as above on or about 26th April. S.S. "ENERGIA" ..... 5th May. S.S. "MACDUFF" ..... 15th May. S.S. "ARIDI" ..... 5th June. S.S. "PATRAN" ..... 15th June. For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents. Hongkong, 30th March, 1898. [63]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK." W. L. Foster, Master, will leave here for the above Port, and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 7th March, 1898. [332]

FOR SAN FRANCISCO.

THE 100 A 1 British Ship

"IMBERHORNE." Lever, Master, Shortly expected here, will load for the above port and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 19th March, 1898. [414]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crew of the following Vessels during their stay in Hongkong Harbour:

ATLANTIC, British steamer; Wallace—Gibb, Livingston & Co.

LOTHIAN, Italian bk.; Vesale—Di Manno & Co.

[42]

Mails.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"THAMES." Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this Port for HONGKONG, &c., on SATURDAY the 2nd April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 21st March, 1898. [5]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTERWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Prins Heinrich	Wednesday 17th April
Prinzess	Wednesday 25th May
Sachsen	Wednesday 22nd June
Bayern	Wednesday 20th July
Prins Heinrich	Wednesday 17th Aug.
Darmstadt	Wednesday 15th Sept.
Prinzess	Wednesday 12th Oct.
Sachsen	Wednesday 9th Nov.
Bayern	Wednesday 7th Dec.
Prins Heinrich	Wednesday 4th Jan. 99.

ON WEDNESDAY, the 27th day of April, 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH" Captain O. Clippert, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 25th April. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 25th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents. Hongkong, 30th March, 1898. [335]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Columbia 2,605; A. Gow ..... April 5.

Tacoma 2,549; A. Dixon ..... April 26.

Victoria 3,167; J. Trubridge ..... May 17.

Olympia 1,691; T. H. Dobson ..... June 7.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll 1,907; W. Ward ..... May 3.

Hawma 1,360; E. Porter ..... May 31.

Mogul 1,364; W. H. Wright ..... June 21.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Service. Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., Agents. Hongkong, 30th February, 1898. [4]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.

1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 6th April, 1898.

EMPEROR OF INDIA...Comdr. O. F. Marshall, R.N.R...WEDNESDAY, 27th April, 1898.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th May, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Militaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 17th March, 1898.

D. E. BROWN, General Agent, Paddy's Street. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (v. Amoy, Shanghai, Kobe, Yokohama and Honolulu) To-morrow, 1st April, at Noon.

Doric (v. Shanghai, Kobe, Yokohama and Honolulu) Tuesday, 19th April, at Noon.

Belgic (v. Shanghai, Kobe, Yokohama and Honolulu) Tuesday, 10th May, at Noon.

THE Company's Chartered Steamship.

"GAELIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU TO-MORROW, the 1st April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; and the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Militaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 25 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 20th March, 1898. [2]

R. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUPE'S GENUINE COMPOSITION RED-HEAD BRAND. HARTMANN'S GREY PAINT. DAINIK'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM, and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1898. [59]

TAKE NOTE

It is UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no Dictionary can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see, and procure for \$25.00, a Copy of the Webster's Dictionary; the latest and most complete work of the kind ever published.

Printed and Published by ETHELBERT FORBES, SKETCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

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